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# Hongkong Daily Press.

ESTABLISHED 1857

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In Casks 375 lbs. net \$4.50 per cask ex Factory.  
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Hongkong, 3rd October, 1906. [a1223]

**A TACK & CO.,**  
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**BOOTS AND SHOES;**  
ALSO  
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OF THE LATEST DESIGNS.  
**PRICES VERY MODERATE.**  
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respectfully Solicited.  
Hongkong, 28th September, 1906. [39]

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Hongkong, 1st November, 1906. [2018]

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**THE HONGKONG STEAM WATER**  
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Boilers.  
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Hongkong, 9th August, 1906. 1712

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7.00 a.m. to 9.20 a.m. ... Every 10 minutes.  
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2.15 p.m. to 3.40 p.m. ... Every 15 minutes.  
3.40 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.  
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4.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
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9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.00 a.m. to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.  
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Hongkong, 27th August, 1906. [1824]

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[a158]

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Hongkong, 17th November, 1906. [a33]

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Hongkong, 15th November, 1906. [a34]

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S. TANAKA, Manager, Hongkong.  
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THE UNRIVALLED SCOTCH WHISKY  
**\$13.00 PER DOZEN.**  
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[a165]

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Hongkong, 16th November, 1906. [2099]

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| THE PRISONER, by Mary Cholmondeley ..  | \$1.75 |
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 [a31]

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**THE HONGKONG ICE COMPANY, LTD.**  
have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 0 a.m. and 4 p.m. daily. Sunday excepted to receive and deliver perishable goods.  
Wm. PARLAVE, Manager.  
Hongkong, 18th November, 1901. [a7]

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NAVY HOUSE  
LONG FLAX  
RELIANCE CROWN  
FARPAULING  
ARNHOLD, KARBURG & CO.  
Sole Agent.  
[a51]

**INSURANCE**  
THE STANDARD LIFE OFFICE.  
SPECIAL ADVANTAGES.  
AMONG others are the following:  
(1) Immediate acceptance and issue of Policy  
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(6) Premiums may be paid in half-yearly or quarterly instalments without any addition.  
**DODWELL & CO., LD.,**  
Agents.  
[a1318-5]

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**HONGKONG HOTEL**  
FIRST-CLASS AND UP-TO-DATE.  
Dining accommodation for 300 Persons  
163 Bedrooms  
Elegantly Furnished Reception Rooms  
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Hydraulic Lifts to each Floor  
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Every Comfort  
Ladies' Afternoon Tea Rooms  
Ladies' Cloak Rooms  
Matron in attendance  
CHARGES MODERATE, AND NO EXTRAS  
[a40] H. HAYNES, Manager.

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**A HIGH CLASS PRIVATE HOTEL**  
Ladies' Afternoon Tea Rooms.  
Private Bar and Billiard Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted. Electric Fan (if required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the—  
MANAGER  
Hongkong, 24th July, 1905. [a163]

**NOTICE.**  
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Apply—  
Mrs. G. SACHSE,  
P.O. George's House,  
Hongkong, 15th October, 1906. [1917]

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SHAMMEN-CANTON.  
On the British Concession.

**MACAO HOTEL.**  
MACAO, CHINA.  
In the Centre of the Praya Grande.  
Both Hotels under experienced European Management.

Every Comfort and Convenience for Resident and Tourists.  
[a1662] Wm. Farmer, Proprietor.

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A most pleasant retreat for those desirous of a few days' rest and quiet.  
Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.  
Macao is 40 miles south-west of Hongkong. One steamer (S.S. *Hongkong*) daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.  
Cable Address—"BOA VISTA."  
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[a221] THE MANAGER.

**A. LING & CO.**  
FURNITURE STORE.  
PLATED GLASS AND CROCKERY  
WARE, &c., &c.; and POORHONY  
LACQUERED WARE.  
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Hongkong, 21st September, 1903. [19051]



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TONA, &c.Packed in the daintiest boxes or in the  
simplest to suit the taste.A. S. WATSON & CO.,  
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ALEXANDRA BUILDINGS.

Hongkong, 22nd November, 1906. [80]

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Correspondents must forward their names and ad-  
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not for publication, but as evidence of good faith.  
All letters for publication should be written on  
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No anonymous signed communications that have  
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HONGKONG OFFICE: 10A, DES VŒUX ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 22ND, 1906.

The detachment of the Imperial Chinese  
Postal service from the control of the  
Customs, which we recently surmised  
would wound Sir ROBERT HART far more  
than the appointment of the new Commis-  
sioners to relieve the Wai-wai-pu of its  
supervisory duties, appears to have become  
a real political issue. Prince CHING is  
credited or blamed as the originator of the  
scheme, which is obviously partly animated  
by the modern spirit desiring of eliminating  
foreign direction from all Chinese public  
undertakings. The *Peking* and *Tientsin*  
Times considers that TONG SHAO-YI is the  
real author of the proposal, the latter being  
reported to have said that the organization  
is now so far advanced as to render  
further foreign supervision needless.  
Whoever be responsible for it, such  
a change cannot be contemplated  
without great uneasiness, and we  
say this without regarding for a  
moment its anti-foreign tendency. The  
Chinese ambitious to manage their own  
affairs are sufficiently natural, and their  
repugnance to foreign assistance of no long  
standing, that it is not worth while wasting  
time discussing them. What will be, will  
be; but what should not be, in the light of  
foreign treaties and Chinese promises, will  
certainly not be. We still have sufficient  
confidence in those representing foreign  
interests to trust that nothing outrageous  
will be permitted in our time. The  
objections to the proposed transfer of the  
Chinese Postal Service rest on more  
immediately practical grounds. It is

quite true, as TONG SHAO-YI seems  
to have discovered, that the Chinese  
Imperial Post has now reached a high state  
of efficiency. It handles an enormous mass  
of mail matter for all nations, as well as  
domestic letters, and the Customs people  
have themselves with pardonable pride  
called attention to the satisfaction with  
which the public has appreciated its work.  
Nearly three years ago we noted the  
wonderful development of the service, and  
have continued year by year to thank it. It  
has not yet reached such a pitch as to  
warrant the abolition of the foreign post  
offices in the Treaty Ports, but at many  
places, where it has entered into some sort  
of competition with these, we have noticed  
that even foreigners have given it the pre-  
ference under certain conditions. In passing  
it may be pointed out that the reported  
remark of TONG SHAO-YI is in itself a fine  
compliment to the ability of the Inspector-  
General and the staff of whom the Chinese  
are supposed to be anxious to rid themselves.  
The Chinese Imperial confidence in the  
foreigners which led to the handing over to  
the Customs of the entire official and private  
mails, for nearly two thousand years  
entrusted to the Courier Post, was  
admittedly justified. In March 1904 we  
remarked that if once the European  
supervision were withdrawn from the  
Chinese Imperial Maritime Customs Service,  
there can be no doubt in the minds of those  
conversant of Chinese ways and idiosyncrasies,  
that "there would follow a rapid  
reversion to the old system of corruption,  
sloth, and prostration. Trade would  
soon suffer, the revenue fall off, and  
smuggling become rife. The same with the  
Postal Administration." This, in spite of  
all the claptrap about China's awakening,  
and her alleged reforms, is as true today  
as it was then. It is because we are so  
convinced of that that we do not share the  
fears of those who believe the Customs in  
similar danger now. There is a  
danger to purely British interests,  
but the disappearance of foreign control, at  
the present time, is unthinkable. It seems  
to us that, with Chinese politics in their  
present chaotic condition, it must be as  
unthinkable at Peking as it is in the Treaty  
Ports or in London, save perhaps in the  
minds of a few impetuous members of the  
Young China party. The Treaty Powers  
have left it to Great Britain as the predominant  
partner, and not even a Radical Government  
dare neglect its duty, once the Young China  
party proves that its influence is more than it  
admittedly is at present. "It is unlikely,"  
we remarked years ago, "that China will pass  
out of tutelage for many a long year to  
come. . . . Even the stimulus of  
Japanese example (less striking than it  
has since become) is unlikely to have any  
appreciable effect on the apathy and  
corruption which hold the Chinese Govern-  
ment in bondage." In these later days, we  
see little reason to modify those opinions.  
We will grant the disappearance of much  
of the apathy referred to, but the  
proportion of really dependable officials has  
not grown any greater. The new system  
has not yet had time to produce them, and  
so far its attempts to do so have been half-  
hearted and misdirected. It seems reason-  
able enough to us to relieve the Customs of  
further responsibility for such a large  
undertaking as the C. I. P. has now grown;  
but if it has to leave the special department it  
now seems to require, the Chinese will be  
well-advised to retain a foreign head.  
Doubtless the foreign representatives, in the  
interests of maintained efficiency, as im-  
portant to China as to them, will prevail  
upon Peking, if they change at all, to pro-  
ceed on these lines. Let the Chinese  
authorities appoint native Postal Commis-  
sioners if they like (as there are still  
"expectant" favourites who have to be  
rewarded) but let there be a foreign Post-  
Master-General, just as there is still and  
must be a foreign Inspector-General of  
Customs, with equal responsibility. Then  
we shall not see a promising enterprise  
losing the ground it has notably gained in  
the last two or three years.

A Chinese child, three years of age, who  
playing on Tuesday in a house in Kennedy  
Street, fell from the window sill to the ground,  
and died shortly afterwards.

The *Cablenews*, reporting the arrival of the  
Prin *Sigismund* at Manila with a cargo of  
Australian flour, mentions that she was pro-  
ceeding to Hongkong to be surveyed.

The *Doric*, Captain Harry Gankroger,  
arrived at Manila on Nov. 16th, 27 days out from  
San Francisco. Captain Gankroger relieves  
Captain Harry Smith in command. He has  
been chief officer of the *Doric* for five years.  
Mr. John Hill, formerly 2nd officer of the  
*Coptic*, is chief officer, succeeding Capt.  
Gankroger.

The Rev. A. A. Johnston, pastor of the  
Central Presbyterian Church, New York, who  
is on a visit to India, Japan, and China, is  
conducting a series of meetings in Hongkong.  
The first was held last night at the Seaman's  
Institute, Kowloon, and attracted a fair attend-  
ance.

The Oka Plague Prevention Council pro-  
poses the expenditure of about ¥870,000 for the  
stamp-out and prevention of plague in the  
city. Of this sum, ¥454,800 is to be devoted to  
the construction of a quarantine-home, and  
¥420,000 for warehouses for storing Bombay  
cotton. Application will be made to the  
Government for a grant of the above-named  
sum.

The result of the issue of the 6 per cent  
bonds of the Kawasaki Dockyard Com-  
pany, Kobe, to the amount of ¥4,000,000, the  
subscriptions to which were closed on the 7th  
instant, has proved completely successful, the  
amount subscribed exceeding ¥8,000,000. The  
applications offered at above issue price reached  
over ¥4,000,000, so that offers at par have no  
prospect of receiving any allotment. The  
highest price offered was ¥10.10 for ¥10  
face value.

The incorporation of the Tokyo and Osaka  
Sugar Refining Companies was approved at  
special general meetings of the respective com-  
panies on Nov. 3th. The necessary procedure  
for the incorporation was gone through on Nov.  
11th, and the business will be conducted after  
this date under the style of the Dai Nippon  
Seito Kaisha (Great Japan Sugar Refining  
Company). We understand that the proposed  
incorporation of the Dai Nippon Sugar Refining  
Mtl has not come about, the terms proposed  
by the latter concern being disapproved of by  
the incorporated company.

A district watchman at Third Lane got into  
trouble early on Wednesday morning. After  
going on duty he went to a certain house where  
he divested himself of his uniform and attired  
himself in ordinary clothes. He went for a walk  
and in the course of his wanderings he and his  
companion came upon a foreign seaman, with  
whom they had words. The other man held  
the sailor's hands while the watchman hit him  
on the head with his baton. Then both of them  
ran off, but the sailor gave chase and caught  
the watchman, who appeared yesterday before  
Mr. Hazelland at the Magistracy and was  
sentenced to six weeks' imprisonment.

A lady friend of mine (says a writer in the  
"Glasgow News") who, during the early  
autumn months, visited London was one of  
Father Vaughan's hearers at a Sunday "Smart  
Set" tirade. I only met my friend yesterday,  
but she was as full of the sermon as though she  
had heard it yesterday. Her verdict was that  
the Father's sermon came under the category  
of simple, direct discourses; the occasional  
outbursts of feeling alone were pointed out by  
the London journalists. What struck her most,  
however, was neither the preacher nor the  
sermon; it was the fact that the text was  
"Ye cannot serve God and Mammon," and that  
she had to pay a shilling for her seat.

A few years ago Russia entertained the  
project of laying down a line of railway from  
Khabarovsk, the old Siberian frontier town, 18  
miles S.E. of Irkutsk, across the Gobi or Shamo  
desert of Mongolia to Ula, and thence to  
Kalgan, a fortified Chinese town lying 125 miles  
N.W. of Peking and near the Great Wall.  
The greatest secrecy was maintained with regard  
to this project, and Mongolia itself was closed  
by Russian authority to exploration by foreign  
travellers. However, it is known that Russia  
did get together a very considerable amount of  
railway building material for the purpose of  
laying down the Mongolian Railway. At last  
a start has been made, but, strange to say, it is  
the Chinese themselves who are building a rail-  
way across Mongolia.

Recently at Singapore, a youthful Chinese  
lad was charged with having kidnapped a pre-  
possessing Malay girl named Esah. The story  
seems quite a romance, for though the boy is  
charged by the girl's mother, Esah's story is  
that she is sixteen years old and has known  
Kim Watt, the boy charged with kidnapping her,  
since her childhood and is very fond of him.  
As her mother ill-treated her and did not give  
her enough food, she asked her sweetheart Kim  
Watt to take her away and one night at the  
romantic hour of midnight they eloped to the  
boy's mother's house. Here they spent four  
days of bliss before the girl's mother tracked  
her daughter down and broke up the honeymoon.  
The young lover's story is similar to the girl's.  
He is seventeen years old and is a compositor,  
in the *Straits Times* office. The police were  
evidently in sympathy with the lovers, and it is  
not expected that they will be separated.

The identity of this storm (Sept. 18th) with  
the one which crossed the Philippines a few  
days earlier, may be pointed out by Father  
Algue; but in view of the animosity which has  
always been displayed by Mr. Dobereck against  
the Manila Observatory, and his antagonistic  
attitude thereto, the reverend director has no  
desire to embitter him still more by pointing  
out what might have been done in line of timely  
forecasting of the Hongkong disaster.  
Furthermore, (comments the *Far Eastern*  
*Review*) a thorough discussion of the subject  
could not be accomplished at the Manila  
Observatory without access to Mr. Dobereck's  
records, which privilege Father Algue might  
not hope to be accorded on account of the one-sided  
animosity which restrains professional and sci-  
entific freedom of communication between the two  
institutions. We should like to see the barrier  
of jealousy so long existing torn away, because  
we believe that with earnest and unselfish  
co-operation between the observatories of  
Manila and Hongkong much good could be  
accomplished in the public interest.

This evening at the Union Church Library  
Club, Mr. Frank Brown (Government Analyst)  
will deliver a lecture on "Faraday and certain  
of his views." Dr. J. C. Thomson will take the  
chair at 9 p.m. sharp. It is hoped as many as  
possible will attend.

A curious slip occurs in a Home paper  
describing the gun trials of the *Deadweight*.  
The precautions necessary for the gunners to  
avoid the concussion of the mighty charges of  
cordite included wads of "gun-cotton" in the  
ears, to prevent the drums being split. This  
recalls the answer given by a S. V. A. gunner,  
who thought he had had more than enough  
grinding from the Sergeant Major round the  
gun, and at question time he was asked what  
kind of powder was used with the gun. His  
reply "gun-powder" was correct, but not the  
technical answer that was expected.

In Japan, since the conclusion of peace with  
Russia, 3,835 new companies have been  
promoted, prospectuses drafted, and their com-  
bined capital added to the fund for the extension  
of oil companies exceeds ¥700,000,000. The  
company flotation mania continued in Septem-  
ber and October last, and the capital of the new  
companies proposed in these two months  
amounted to ¥56,383,000 and ¥12,754,000  
respectively. The aggregate amounts of the  
proposed increase of capital of old companies  
during these months were ¥8,342,000 and  
¥29,735,000 respectively, and these, added to  
the total up to August last, brings the grand  
total up to nearly ¥900,000,000.

Russians expect the commercial treaty with  
Japan to be concluded by the end of this year.  
The Government will then appoint a Consul  
at Khabarovsk, and send a commercial agent  
acquainted with the Japanese language to travel  
continually about Japan and to examine the  
ports especially Tientsin which will probably  
become a great centre of Russo-Japanese trade.  
It will also endeavor to attract British and  
American capital to Sakhalin and Eastern  
Siberia as a counterpoise to Japanese enterprise.  
The great bazaar of the Russians is the dream  
of the peaceful assimilation of the eastern coast  
of Siberia by the Japanese, which accounts for  
their absurd opposition to M. Motono's proposal  
to allow Japanese fishermen to lease land for  
fishing stations for a number of years. The  
Russians wished the term to be only one year.

A telegram from Rome to the *Tenips*  
relates that the Rev. Father Carones, vicar  
of the fashionable church of Santa Maddalena in  
that city, has been missing for several days. He  
is well known in Rome as the "Soldier-  
Priest," for although vicar of an import-  
ant parish, he is also an officer in the  
Italian Artillery Reserve, and on several  
occasions after drill he has been seen in the  
church booted and spurred and with a sword at  
his side before going into the vestry to put on  
his clerical vestments. The double character of  
priest and soldier seem to have turned the heads  
of a number of fashionable Roman ladies. The  
priest, who is a fine-looking man, was a great  
favorite, and his confessional box was besieged  
by ladies, young and old, of the Roman aristoc-  
racy. . . . I late he had been continually beset  
by an exceedingly handsome young lady of distin-  
guished family. She was madly in love with  
the soldier-priest and the pair have now  
disappeared together.

A writer in the *Spencer* has some appropriate  
remarks on "The Blue Funk School," which  
are apropos just now after so many scares re-  
the deterioration of the British navy. He points  
out that the searomongers always avoid facts,  
and confine themselves to programmes of ships  
"building" or "about to be laid down."  
According to the *Dilke* return of May, 1906,  
Great Britain has 55 first-class battleships to  
Germany's 18, France's 19, and Russia's eight.  
Of armoured cruisers Great Britain has 25 to  
Germany's six, France's 19, and Russia's three.  
Further, the total British naval expenditure is  
two and a half times that of Germany. The  
contention of the Terrorists is that one German  
is equal to, if not better than, three Englishmen  
at sea. A London contemporary says:—"In  
the days before the *entente cordie* we were told  
that we must increase our armaments because  
France was the enemy. Now the alarmists  
ingeniously adapt themselves to circumstances  
by urging that we must further increase our  
armaments in order, if necessary, to come to  
the aid of our ally. If the British Empire  
occupied the whole surface of the globe we would  
find these same fearful spirits organising a scare  
about an invasion from Mars."

Dr. Tafel, a German explorer, has travelled  
during the last winter through China for the  
second time. Dr. Tafel has explored the  
Koko-Nor region of N.E. Tibet. To do this  
he had to disguise himself as a Kashgar  
trader, while his chief attendant in charge of  
his caravan gives himself out to be a trader  
of smaller rank, and the ten men forming the  
caravan are all armed with rifles. The "Ber-  
liner Tageblatt" publishes Dr. Tafel's views  
with regard to China. The explorer writes:  
"The Japanese spies are to be met with hidden  
away in the most remote districts, even far  
towards Tibet. They travel in the guise  
of traders, teachers, and Buddhist monks; as  
the latter they manage to incite the wrath  
of the leading Tibetan followers of Buddha  
against the outside peoples. Everywhere the  
Japanese are active in stirring up the natives  
and in playing the yellow off against the  
white. Only lately I met a young monk, who  
seemed to be a genuine Tibetan; suddenly  
he spoke to me in the best English, in which  
only a slight Japanese accent was to be  
noticed; he was one of Japan's agents, and  
probably an officer by his education. He  
spoke also a little German, and it was the  
first time for a whole year that I had heard  
my mother-language."

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

CHINESE VOLUNTEERS AT  
SHANGHAI.

STATUS RECOGNISED.

SHANGHAI, November 21st.

The Municipal Council announces  
its willingness to admit a body of one  
hundred Chinese Volunteers under  
foreign officers as a unit of the local  
defence force.

## JUNK WRECK DISASTER.

SHANGHAI, November 21st.

A large junk entering port, and  
crowded with Chinese, capsized in  
the Huangpu yesterday. About sixty  
were drowned.

## KIANGSU FAMINE.

SHANGHAI, November 21st.

An influential Chinese and foreign  
committee is being formed to organize  
relief for the famine stricken people of  
North Kiangsu.

Spasmodic rioting continues there  
among the distressed population.

## ABSCONDER CAUGHT.

SHANGHAI, November 21st.

Goode, who recently absconded from  
here, has been arrested at Victoria,  
British Columbia.

[REUTERS SERVICE.]

## CANADIAN PACIFIC MAILS.

LONDON, November 19th.

The Canadian Pacific has shortened the  
land transit for mails, and hope that the  
English mail will reach Hongkong in 27  
days.

## GERMANY.

LONDON, November 19th.

The German papers, including the *Con-  
servative* ones, continue to be intensely  
satisfied with the situation at home, and  
abroad, and attribute it largely to the  
Kaiser's constant personal intervention.  
They strongly urge the necessity of a  
remedy. Prince von Buelow's speeches  
have not allayed the popular discontent at  
the foreign policy.

## THE SITUATION IN MOROCCO.

LONDON, November 19th.

The condition of Morocco is going from  
bad to worse. The Europeans are looking  
forward to a Franco-Spanish intervention,  
and it is understood that both countries  
are making preparations to avoid being  
taken unawares when the moment for action  
arrives.

CHINESE AND BIRTH  
REGISTRATION.

When natives find themselves in trouble with  
the Hongkong Authorities they invariably  
plead ignorance of the regulations or the laws  
which they have infringed, and despite the  
sixty odd years that Hongkong has been under  
British administration there is still the same  
difficulty in inducing the people to comply with  
local regulations. A case in point is the  
registration of children born in the colony.  
Many Chinese parents neglect this duty, either  
through ignorance or a disinclination to obey,  
and the object of the Ordinance is frustrated.  
What brings the matter up afresh was the  
imprisonment of a boy for larceny who, after  
his discharge, was ordered to be banished.  
The father, however, intervened and  
declared the lad was born in Hongkong and  
could not, therefore, be sent out of the Colony.  
Inquiries were made, and a woman stated she  
had been present at the birth of the boy in a  
boat at Causeway Bay. The mother also  
appeared and said that the younger son, a boy  
of four, was born at the same place. She  
admitted that she had not registered either of  
the births. A prosecution followed, the parents  
being proceeded against for not registering the  
births of the two children. The father pleaded  
that he did not know he had to do so, but the  
Magistrate thought the duty would be impossi-  
ble on him by the imposition of a fine of \$5.

When a girl is badly hurt—heart-broken—she  
instinctively turns to doing good.

You may fail to shine in the opinion of men,  
both in your conversation and actions, from  
being superior as well as inferior to them.

## CONCERT IN THE CITY HALL.

Miss Henrietta Murkens, an accomplished  
violinist, who has charmed many audiences in  
the East, and Miss Bonavia Hunt, a pianist  
of more than ordinary merit, assisted by local  
artists, gave a concert in the City Hall last night  
in presence of a fair number of the music lovers  
of Hongkong. Both the principals won golden  
opinions from the audience. Miss Murkens  
showed a perfect mastery of the violin. Artistic  
as well as skilful, she played with wonderful  
feeling, and her selections from a large  
repertoire charmed her hearers. When  
associated with Mr. Joki in the concerto-  
"Largo ma non tanto" she appeared to great  
advantage, and she was conspicuously suc-  
cessful in her performance of the Old Dutch Suite  
of Songs given as duet by Miss Henrietta Mur-  
kens and Mr. Joki. Miss Bonavia Hunt took a prominent  
part in the programme. While all her con-  
tributions had a particular charm, she perhaps  
excelled in "Etude," which evoked the  
rapturous applause of the audience. Her  
concluding selections gave indication of her  
wonderful skill as a pianist, and her auditors  
not unnaturally demanded more. Along with  
Miss Murkens she was the recipient of floral  
compliments. Mrs. F. Maitland was in  
exquisite voice and sang "Daffodils, a  
blowing" and "Hush me oh sorrow" in a  
very pleasing manner and had to respond to  
an encore for her second effort. Mr. P. W.  
Goldring was deservedly applauded for his  
fine rendering of "Still wie die Nacht," and as  
already indicated Mr. Joki took part in a duet  
with Miss Murkens, playing in his usual finished  
style. Lovers of high class music certainly  
agreed that they had had a treat.

## MANSLAUGHTER CHARGE.

Gulam Sher, an Indian watchman, employed  
on the Kowloon-Canton Railway, appeared be-  
fore Mr. F. A. Hazelland at the Magistracy  
yesterday charged with manslaughter, it being  
alleged that he caused the death of Ng Hing,  
Pik, a pig dealer, at Yau-mai, on the 13th inst.  
Inspector McDonald, of Yau-mai, presented.  
It was intimated that the prosecution had six  
witnesses, and the defendant said he would call  
one Indian on his behalf. Two Chinese witnesses  
whom he wished to call could not be found.

The first witness spoke to seeing deceased  
leaving a boat along the road from Kowloon-  
to Kowloon-chai. Defendant threw a  
piece of earth at the pig, whereupon deceased  
called him a "dirty Indian devil." The defend-  
ant then struck the dealer with his fist, knock-  
ing him over, and then kicking him several  
times as he lay on the ground. He also stamped  
on the deceased's back. Witness saw that the  
man was dead and he and three others arrested  
the Indian.

The hearing was adjourned.

## A BUILDING PROSECUTION.

A building contractor named Pang Chun  
Yuen, summoned by the Building Authority  
for failing to comply with a notice calling upon  
him to remove certain iron partitions from his  
houses in Hill Road on the ground that the  
partitions had been erected without the plans  
having been submitted to the Building  
Authority, has had judgment given in his  
favour by Mr. F. A. Hazelland. Mr.  
Bowley, the Crown Solicitor, who presented,  
contended that defendant was responsible for a  
nuisance on the premises, but Mr. M. W. Slade,  
(instructed by Mr. E. Harding, of Messrs.  
Evens, Harston and Harding), who defended,  
argued that the facts did not constitute a  
nuisance. His Worship held that commencing a  
building without having deposited plans with  
the authority was not a nuisance within the  
meaning of the section of the Public Health  
and Buildings Ordinance, and he dismissed the  
summons.

## A TERRIBLE DEATH.

A Chinaman employed at the China Borneo  
Company's sawmills at Mongkok met his  
death yesterday. While carrying a  
load of wood he slipped and fell on one of  
the huge circular saws, which cut his head  
open, death being instantaneous.

ENOUGH PRECEPTS: TOO LITTLE  
PRACTICE.

CHINA'S MOST PRESSING REFORM.  
There is no necessity to wait for the formulat-  
ing of rules and regulations and laws and  
statutes by which a Constitutional Government  
is to be ordered and administered 10 or 20 years  
hence, remarks the *Shanghai Mercury*. It is  
pure nonsense and waste of energy and time to  
be engaged night and day in formulating such  
changes and alterations for an anticipated Con-  
stitutional or Representative Government  
twenty years ahead whilst the people are burdened  
and crushed, and oppressed by officials and  
their yamen runners all the year round, right  
under their eyes! The abuses in every depart-  
ment of the Government Administration can  
not be remedied by the drawing up of endless  
rules and formulas for an uncertain form of  
Government of which neither officials or people  
know little, and care little for its establishment!  
Why not begin in the yamens at once? They  
have reformed somewhat the Educational laws  
of the country, why not begin to clean those  
"stinky stables" that send forth such oppressive  
stenches every day as to weaken the industrial  
habits of the working-men, and destroy the hope  
and expectations of the earnest shopman, the  
farmer, and the hard-working ploughman? These  
classes are never safe from the oppression  
and squeeze of the yamen runners! If these  
real reformers in Peking were to set about in  
earnest, and keep close to the three distinct  
powers which comprise every kind of govern-  
ment, namely, Legislative, Judicial and  
Executive, they would then advance somewhat.

It is a singular fact that all young people  
want to be older and all old people want to be  
younger, and that both, by neglecting their  
present to gaze into a far away realm, flag  
away their opportunity.



## SUPREME COURT.

Wednesday, November 21st.

IN SUMMARY JURISDICTION.  
Before Mr. A. G. WISE (PUNISH JUDGE).

## ALLEGED FALSE IMPRISONMENT.

Cheong Lai and Cheong Tui to recover the sum of \$1,000, being damages for false imprisonment.

Mr. A. Lang (for Messrs. Deacon, Looker and Deacon) appeared for plaintiff, and Mr. C. F. Dixon (for Mr. John Hastings' office) for defendant.

His Lordship—In reference to this particular instance I ordered pleadings. It is an action for false imprisonment. The statement of claim states that the plaintiff was arrested by the defendant, and that he acted in the capacity of clerk and accountant to the defendant in Hongkong. The statement of defence admits the first five paragraphs including that about a fortnight ago four actions were brought against these two men, the plaintiff and defendant. In one action no solicitor appeared and judgment was given against them as partners. In the other actions they were represented, and the second defendant now says he was clerk and accountant to the first. It seems to me you had better amend or you'll both be getting into trouble.

Mr. Dixon—I was going to submit that this action has been misconceived. It is not an action for false imprisonment.

His Lordship—It has been admitted that plaintiff and defendant were partners in three previous actions. Now they say one is clerk and accountant. They cannot be both.

Mr. Lang—That makes no difference to the claim, my Lord.

His Lordship—Except that I won't take the pleadings when they furnish false particulars. The parties are liable to go to jail. What are you, plaintiff or defendant?

Mr. Lang—Plaintiff.

His Lordship—Read your pleadings.

Mr. Lang (after reading)—That is simply reciting the charge that is brought against him.

His Lordship—If you are going to go on with the case you must both amend. I am not prepared to take the pleadings as they stand.

Mr. Dixon—I am prepared to consent to an amendment of the pleadings at once.

His Lordship would not allow this.

Mr. Lang—Is your Lordship of opinion that clause 3 states my client is a partner?

His Lordship—I am of opinion that both of you stated you were partners, and now deny it.

Mr. Dixon—I think there are two or three branches in this business. In some branches they are, and in some they are not partners.

His Lordship said he could not take the pleadings in their present ambiguous form and adjourned the case till Wednesday.

## A DEAL IN KEROSINE.

In Chan-keo being the Fat Hing firm to recover \$44.29, being money paid to the defendant on September 16th for 20 cases of kerosene oil to be supplied and placed on board the *U.S. Borneo*, then in port.

Mr. C. F. Dixon appeared for plaintiff, and Mr. C. F. Dixon (for Mr. John Hastings' office) for defendant.

Mr. Holmes stated that defendant received payment of the amount claimed for 20 cases of kerosene oil which were to be placed aboard the *Borneo*. The oil was not placed on board and plaintiff was suing for the recovery of the amount paid.

His Lordship—When was the oil to be placed on board?

Mr. Holmes—On the 16th.

His Lordship—I think I see what is coming. The typhoon was on the 18th.

In Chan-keo said he bought 20 cases of kerosene oil from defendant on the 15th. It was to be placed aboard the *Borneo*, then lying at Swan.

In reply to His Lordship, Mr. Dixon said the amount, \$44.29, was admitted.

His Lordship—Is it an act of God you are going on?

Mr. Dixon—I don't know yet.

Witness, in cross-examination, stated that when defendant ordered an amount he paid cash. That was on the 15th. After payment had been made plaintiff told defendant that he wanted the oil put on board.

Defendant promised to do this without extra payment. He did not describe the oil in an insurance proposal as miscellaneous goods.

Mr. Dixon said his defence was that the goods had been passed to the plaintiff, therefore, with the passing of the goods the risk also passed to him.

His Lordship—What risk?

Mr. Dixon—The risk incurred during the time of the contract being completed and the goods being delivered on board. The defendant volunteered to have the goods put on board for the plaintiff, therefore he was in the position of a voluntary bailee and only liable for gross negligence.

His Lordship—That is the point I have been trying to drive at all the time. Are you entitled to keep all your money?

Mr. Dixon—Yes; all we undertook to do was to deliver those goods on board, and as voluntary bailees are only liable for gross negligence.

His Lordship—Did you put them on board?

Mr. Dixon—No.

His Lordship—All right. Then you must pay up.

Mr. Dixon—That was not part of the contract.

His Lordship—But you agreed to do it.

Choi Leung-sun was then called and said he agreed to send the goods on board. The promise was made after defendant had bought the goods and got a receipt.

His Lordship—Why didn't you send them aboard?—I told my folk to engage a boat and send them.

And he didn't do so?—I don't know what he did; I was away at Aberdeen.

The *foki* stated that he put the goods on board a sampan and sent them off to the *Borneo*, but the ship refused to take them. This was on the 17th September.

His Lordship (to Mr. Dixon)—Both parties are innocent: who has got to suffer? By your negligence, in my opinion, you did not carry out your contract.

Mr. Dixon—What did the negligence consist of?

His Lordship—Not putting the goods on board.

Mr. Dixon—But the steamer wouldn't take them. Dangerous cargo like kerosene can only be put on board a few hours before a steamer sails. I submit there is no negligence at all.

His Lordship—Do you try to make me believe that this man, outside his contract to sell 20 cases, said—"I will put them on board?"

Mr. Dixon—Yes.

His Lordship—Well, I don't. There are no gratuitous bailees in China. I have never heard of one unless sometimes it is the poor official assignee. There will be judgment for plaintiff for the amount claimed and costs.

EUROPEAN DEALERS AND CHINESE TASTE.

We think it kind to draw the attention of some of the European business men here, to the fact that they seem ignorant of the proper use and meaning of colours amongst Chinese.

If one sends his servant out for a tin of the best European malleable biscuits, he will bring back a tin marked for the Chinese market wrapped up in paper resembling Chinese mourning paper, with a little blue and white funeral card mounted on it giving the name of the makers and information about the contents in Chinese characters. That little card is no doubt meant to attract Chinese custom, but if that is the object it would be better if the card were left out altogether. From the point of view of an Englishman who is ignorant of Chinese manners and customs, a little blue and white card seems just the right thing, and a long red one with black or gold characters on it might seem loud and unsightly. It must not be forgotten, however, that a Chinaman feels "Alles ganz weiss man." Suppose a Chinese firm gave up its pretences for the European market and put its goods in a tin with a little mourning card as a label, setting out the name of the firm and the quality of its goods, would that enhance the sale of such goods among Europeans? We know not, but it is a question worth considering. If a Chinaman is not likely to succeed in drawing European custom by following European good taste, does the latter expect to attract Chinese custom if he adopts like tactics towards the Chinaman? If business is done with Chinese, in the interests above referred to, the manufacturers and their agents get on to a certain extent in spite of their ignorance. Ask any Chinese who does not speak English and he will tell you what colours to use to win Chinese custom. If he designs a label the size, shape and colour of which displeases an European, you can be sure it is the right thing for the Chinese market. In the tin of biscuits is not the only tin of this kind. A short message was noticed on a label of a European brand of soap, that a local Company had quite a large number of boards painted with Chinese characters, giving particulars of the Company and of what they manufactured. The combination was red letters on a blue surface which must have been purely the idea of an European. Go all over Singapore and you will see hundreds of Chinese signboards and placards, but you will not come across a single instance of such a vile combination of colours from a Chinese point of view. Then again an Anglo-Chinese calendar issued about the beginning of this year had the first leaf for the Chinese New Year green instead of red. This is of course not a very serious offence against good taste, but still it shows ignorance on the part of those who get such things up. Lastly, look at some coloured advertisements of European or Chinese origin intended to attract Chinese custom. When there is added to this the further fact that most of the goods shipped to the buyer in these islands enter duty free while the retail merchants are compelled to pay a high tariff this mail order competition between mercantile houses is not surprising.

Looked at from the point of view of the civil service employee, the case is different, of course. The individual buyer cannot be blamed for buying where he can get what he wants for the least money.

But there is a possible solution for the difficulty that has already been suggested by the press of Manila, namely, to make these mail order goods subject to tariff in the same degree as the goods imported by the merchants and then, if the civil service employees are not getting salaries sufficiently large to enable them to pay the increased prices for the goods, let the salaries be raised to a degree that will enable them to live. By this method the government will get its revenue from the goods, the merchant will be able to buy the goods and the money will stay in the country.

As the work of enlarging and preparing the shipyard in the various German yards is now practically completed, it has been decided that the big battleship and armed cruisers of the new big type shall be laid down this autumn. At the same time arrangements are being made to accommodate the increased number of workmen and shipwrights who will be necessary, for the authorities intend to turn out completed the projected warships of 18,000 and 15,000 tons in the same time as has been required for building the battleships of 13,500 tons.

## OUR CONSULS.

## GROSSLY AND FUNDAMENTALLY DEFECTIVE SERVICE.

NO REGARD FOR MERIT.

[By J. H. Yoxall, M.P., in the *Daily Chronicle*.]  
ARTICLE II.

In the years 1900 and 1901 I spoke in the House of Commons and wrote a good deal in the Press on the state of the Consular Service. A Committee, consisting of the present Lord Salisbury, Sir W. H. Walpole, Mr. A. Bonar Law, and Mr. J. L. Mackay, was appointed to inquire into the constitution of the Consular Service. In July 1903 they made their report. Out of that report alone one could sufficiently show that the Consular Service is grossly and fundamentally defective. The following are some quotations from that report:—

In our opinion the Committee said the general Consular Service as it now exists offers no attraction to capable young men.

It is not properly constituted or graded public service.

It offers no definite prospect of promotion to those who enter it.

Men who are new to the Service may be given appointments over the heads of others who have been there for years before them.

The Committee consider that the interests of British trade abroad would be advanced if Consuls had a business training, which would qualify them to forward and safeguard, and at the same time incline them to sympathise with the interests of British merchants.

A Vice-Consul, and as a general rule a Consul, should be required to learn the language of the country to which he is appointed and should be examined in it at the end of a year.

The Committee suggest that great advantage would result if young men trained in commercial houses for four or five years could be induced to enter the Consular Service.

Such men would speedily get into touch, and would be in sympathy with the commercial community of the place at which they were appointed to reside.

Such men would be qualified to furnish the kind of information likely to be of general interest and value to the commercial community at home.

The Committee have reason to believe that if opportunity is afforded to young men of from twenty-two to twenty-seven, who at the age of eighteen to twenty-two have chosen a business career, to enter the Consular Service constituted as the Committee recommend it should be, there will be no dearth of suitable applicants for permission to compete.

Without going so far as to propose that, at first, candidature should be confined to such men, the Committee are of opinion that a proportion of the nominations should be given to young men who have received a good commercial training. (These "nominations" are for leave to "sit" for an examination which the Committee recommended.)

The successful candidates should be required to work for some months in the Commercial Intelligence Branch of the Board of Trade before taking up their appointments.

It would be an advantage, as a rule, for officers to serve for at least three to five years as Vice-Consuls before being promoted to the charge of a Consulate, and for newly appointed Vice-Consuls to work in the first place at a post where they would be under the immediate supervision of a higher officer.

A considerable security for efficiency would be found in a periodical inspection of all Consulates and Vice-Consulates.

Should Lord Lansdowne (to whom the report was made) decide to adopt the recommendations of the Committee, it might be convenient to bring them into operation with new appointments, leaving existing arrangements to run on in respect of men at present in the Service.

Much of the evidence given to the Committee indicates that the members of the Consular Service are doing good work, and that, considering the present conditions of their career, they show a creditable spirit of zeal and industry.

Now that is the pity of a document, signed by the Ministers, one of them at the time Secretary of State, and the other, the Secretary of State, in respect to its administration of the Consular Service, the report impugns. I quoted last (so that it should not be overlooked) the one expression of modified satisfaction with the system which the report contains. Notice how modified and qualified it is. "Much of the evidence"—not all of it, or more than part of it, therefore, indicates that the members of the Consular Service are doing good work, and that, considering the present conditions of their career, they show a creditable spirit of zeal and industry. So they do, some of them do, but the rest of them do not. They are doing good work, but they are doing it under conditions which are not creditable to the Government. They are doing it under conditions which are not creditable to the Government. They are doing it under conditions which are not creditable to the Government.

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and special business matters to the Manager.

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P.O. Box 33. Telephone No. 12.

## NEW ADVERTISEMENTS

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE.

DURING my Temporary Absence from the Colony Mr. JOHN AIGOLD will act as SECRETARY to the Company.

By Order of the Board of Directors.

W. E. CLARKE, Acting Secretary.

Hongkong, 22nd November, 1906. [2142]

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A PICTORIAL POSTCARD STALL in Queen's Road where HONGKONG VIEW Postcards can be had from

ONE CENT EACH.

Great Assortment of Artistic, Comic and Artistic Cards; also a stock of Tuck's HALF MASKS.

TYPHOON VIEW BOOKS.

In order to close up the account for the Typhoon Relief Fund we are selling the balance of the View Books on hand at 25 cents each. Applications for same are to be made to THE HONGKONG PICTORIAL POSTCARD CO., P.O. Box No. 4.

Hongkong, 22nd November, 1906. [2139]

## TO LET.

NO. 4, MACDONNELL ROAD, from January, 1907, Six Rooms, Servants' Quarters and Garden; Nice Location. Electric Light installed.

Apply to—

"K,"

100 Kien Kien Road, York Buildings.

Hongkong, 22nd November, 1906. [2141]

## THEATRE ROYAL, CITY HALL.

COME! COME! COME!!!

## CHINESE REFORMED CO.

MAGICAL PERFORMANCES, TIGHT-ROPE WALKING, &c.

JUST ARRIVED IN HONGKONG.

THIS COMPANY has been patronized by Members of the Imperial Family at Peking, Tientsin and Shanghai. It received medals and medals from the Imperial Garden, where COME SONG and EXTRAORDINARY FEATS gave the Imperial audience the greatest pleasure. This Company has just arrived here and disregarding the amount of expense involved, has arranged to give the European public of Hongkong for TWO NIGHTS ONLY, a chance of increasing their knowledge of "Things Chinese." The TIGHT-ROPE WALKING on the most skillful feat in the air at a height of about 40 feet. THE JUMPING and SWINGING FEATS are most interesting and exciting.

Don't be late! Don't lose your opportunity!!!

THURSDAY, 22nd November, 1906.

Doors open at 8 P.M. Curtain falls at 9 P.M. Tickets to be obtained at the Door. Box Office at the Robinson House Co.

ADMISSION: Dress Circle \$3, Stall \$3, Pit Stall \$2, Pit \$1.

Hongkong, 22nd November, 1906. [2143]

## SALE OF H.M.S. "PHOENIX."

TENDERS for the Sale of the above Vessel as she lies at standing at KOWLOON COASTING DOCK will be received by the NAVAL STORE OFFICER H.M. NAVAL YARD, Hongkong, up till Noon the 30th November. The purchaser will be required to remove and break up the Vessel within a reasonable time and will be called upon to deliver to the NAVAL YARD the Ship's Builders and Anchors.

Intending purchasers can inspect the Vessel on and after the 17th inst., on application during day working hours.

The Highest Tender will not necessarily be accepted.

The Particulars of the Ship are as follows:—

Steel Twin Screw Coppered Ship of 185 feet Length, 32' 6" beam, Displacement 1050 tons, fitted with Vertical Triple Expansion Engines.

Further Information and Particulars as to Sale to be obtained on application to the NAVAL STORE OFFICER H.M. NAVAL YARD, Hongkong.

Hongkong, 22nd November, 1906. [2144]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that FRED WALKER of Hotel Mansions Pedder Street, Victoria, in the Colony of Hongkong, Merchant, carrying on business under the style or firm name of FRED WALKER & COMPANY, has on the 6th day of October, 1906, applied for the registration, in Hongkong, in the Register of Trade MARKS, of the following TRADE MARK:—

(1) The representation of a bunch of Australian Wattle with the word "WATTLE" printed across them.

(2) The representation of a Pig standing upright with the word "Pig" printed in front.

in the name of FRED WALKER, who claims to be sole proprietor thereof. The TRADE MARK No. 1 has been used by the applicant in respect of the following Goods:

FLOUR IN CLASS 42.

The TRADE MARK No. 2 is intended to be used by the applicant forthwith in respect of the following Goods:

FLOUR IN CLASS 42.

Facsimiles of the TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 21st day of November, 1906.

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## NEW ADVERTISEMENTS

IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ REGENT LUITPOLD,"  
Captain Kitchner, will leave for the above places TO-DAY, the 22nd inst., at Noon.  
NORDDEUTSCHER LLOYD,  
For further Particulars, apply to  
MELCHERS & Co.,  
Agents,  
Hongkong, 22nd November, 1906. [5]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship

"HATCHING,"  
Captain A. E. Hodgins, will be despatched for the above Ports on SATURDAY, 24th inst., at 3 P.M.  
For Freight or Passage, apply to  
DOUGLAS, LAMPAIK & Co.,  
General Managers,  
Hongkong, 22nd November, 1906. [2142]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS

FROM MIDDLESBROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENROY,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods with the exception of plate cutlery are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 27th inst. will be subject to rent.  
No Fire Insurance will be effected.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.  
No claims will be recognized if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW,  
Agents,  
Hongkong, 21st November, 1906. [2143]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th Nov. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 27th Nov., at 3.30 A.M.

All Claims must reach us before the 3rd Dec., or they will not be recognized.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
Agents,  
Hongkong, 21st November, 1906. [5]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"TRIESTE,"  
having arrived, Consignees of Cargo are hereby informed that Cargo will be landed into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 23rd November, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd November will be subject to rent.

Bills of Lading will be countersigned by SANDER & WIELER & Co.,  
Agents,  
Hongkong, 21st November, 1906. [3]

INTIMATIONS

HONGKONG JOCKEY CLUB.

MEMBERS desirous of renting accommodation at the Race Course for the Current Season will oblige by applying to the Undersigned before FRIDAY, 30th inst.

By Order,  
T. F. HOUGH,  
Clerk of the Course,  
Hongkong, 21st November, 1906. [2135]

NOTICE.

THE Undersigned hereby beg to inform the Public that they have disposed of their Shares in the CHU WING ON of Victoria (Hongkong) and Singapore (trading as CHU KWONG LAM) to CHU CHAI CHING and CHU CHEUK HIN and that their interest and responsibility in connection with the said Firms ceased as from 22nd May, 1906.

CHU LING,  
CHU LAM,  
Hongkong, 6th November, 1906. [2133]

NOTICE.

WE have Established Ourselves To-day under the Firm Name  
ULDERUP & SCHLUTER, Hongkong,  
as GENERAL MERCHANTS and ENGINEERING AGENTS.

T. P. ULDERUP, C. SCHLUTER,  
Office at 2, Beaconfield Arcade,  
Hongkong, 15th October, 1906. [2119]

## AUCTIONS



## PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL ADMINISTRATOR, to sell by Public Auction.

TO-DAY (THURSDAY),  
the 22nd November, 1906, at 11 A.M., at No. 16, Queen's Road Central,  
SUNDRIY SHOP FURNITURE  
And  
A QUANTITY OF SCIENTIFIC AND MUSICAL BOOKS, NOVELS, MAGAZINES, &c., &c., &c., belonging to the Estate of the late E. W. HODGKINSON, deceased.

TERMS.—As usual.  
HUGHES & HOUGH,  
Government Auctioneers,  
Hongkong, 21st November, 1906. [2137]

## PUBLIC AUCTION



## INSURANCES

THE GLOBUS INSURANCE COMPANY.  
OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.  
Hongkong, 13th August, 1906. [1385]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.  
Hongkong, 1st January, 1904. [29]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1905 £17,827,119.

I. AUTHORIZED CAPITAL... £2,000,000  
SUBSCRIBED CAPITAL... 2,750,000  
PAID-UP CAPITAL... 687,500 6 0  
II. FINE FUNDS... 3,386,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 11th July, 1906. [1349]

AACHEN AND MUNICH FIRE INSURANCE CO.  
OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1897. [311]

## HONGKONG

## BUSINESS DIRECTORY.

## AUCTIONEER.

C. DE M. C. VIEIRA-ILHEIRO.  
Auctioneer. Consignments solicited. Auction Sales conducted and settlement effected promptly. No. 8, Queen's Road Central, Hongkong.

## BOOKBINDING.

"DAILY PRESS" OFFICE.  
The only office in China having European taught workmen Equal to Home work.

## IRON MERCHANTS.

SINGON & CO.,  
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. 14, Iron and Foundry, (Coke Importers, General Storekeepers and Commission Agents) 35 & 37, Hing Loong Street, (1st Street West of Central Market.) Telephone No. 515.

## PHOTOGRAPHER

M. MUMFAT, JAPANESE ARTIST.  
Bromide and Crayon Enlargements and also coloring Photos and Relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

## PRINTING.

"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

## TYPEWRITERS.

F. A. V. RIBEIRO,  
Typewriting Work Undertaken, Cleaned, Repaired, Overhauled. Charges moderate. (late of the Hongkong Typewriting Bureau) 8A, Queen's Road Central (first floor).

## WINE MERCHANTS.

GREGOR & CO.,  
Wine and Spirit Merchants.  
19, Queen's Road Central, Hongkong.

## NEW CARTRIDGES.

BY Popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to .555G at \$6.87 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection invited.  
WM. SCHMIDT & CO.  
Hongkong, 28th October, 1906. [1924]

## AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m.  
With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.  
SIEMSEN & CO.  
Hongkong, 3rd October, 1905. [45]

## DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.  
37, DES VERTS ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th September 1905. [1574]

## SIEN TING.

SURGEON DENTIST,  
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. [1759]

## MARTIN'S

APIOL & STEEL  
For Ladies' PILLS

French Remedy for all irregularities. Thousands of ladies keep a box of Martin's Pills in the house, as they are the first sign of any irregularity of the system a timely dose is administered. Those who use these renowned French pills are never deceived. At all Chemists and Druggists.

MARTIN, GEORGE SOUTHAMPTON, ENGLAND.

## PUBLIC COMPANIES

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

THE SHARE CERTIFICATES Nos. 1641/1643 for SIXTY SHARES numbered 4437/4439 inclusive. Fully paid up, standing in the Register in the name of JAMES DOUGLAS CHAMBERLAIN, of Hongkong, having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said Certificates be produced at the Office of the Company, Queen's Buildings, Victoria, Hongkong, before the 30th November, 1906, New Certificates for the said Shares will be issued, and the old certificates will thereafter be held by the Company as Null and Void.

THOS. I. ROSE,  
Secretary.  
Hongkong, 31st October, 1906. [2007]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

LOST.

THE SHARE CERTIFICATE No. 4689 for TWENTY-FIVE SHARES numbered 150,926 to 150,950, Fully Paid Up, standing in the Register in the name of BEN JAMIN KOPEL BRANCH of Hongkong, having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company before the 31st December, 1906, a Duplicate Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as Null and Void.

SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 3rd November, 1906. [2438]

## BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE AT "BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate. Apply to—Mrs. F. W. WATTS, "Braeside," 20, Macdonnell Road (late of "Tang Yuen").  
Hongkong, 27th June, 1905. [43]

## BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"  
27, CAINE ROAD.  
Hongkong, 20th September 1905. [1751]

## STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a PORTION of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 36 on PHAYA EAST. Approximate AREA 43,000 SQUARE FT. 30 YEARS LEASE. For Particulars, apply—  
GEO. FENWICK & Co., Ltd.  
Hongkong, 8th June, 1906. [153]

## SIR EVELYN WOOD.

Some excellent stories are told in the autobiography of Sir Evelyn Wood. The following little comedy was enacted at Aldershot before Sir Alfred Horsford, who believed in a soldier's army. A soldier came up for permission to marry, and Sir Alfred, after refusing his sanction, eventually met the opportunity by saying: "Well, go away, and if you come back this day year in the same mind, you shall marry; I'll keep the vacancy." On the anniversary the soldier repeated his request. "But do you really offer a young man to marry?" "Yes, sir, very much." "Sergeant-Major take his name down. Yes, you may marry. I never believed there was so much constancy in man or woman. Right face. Quick march." As the man left the room, turning his head, he said, "Thank you, sir; it isn't the same woman." This is told by Sir Evelyn himself. "When I went to Aldershot in 1897, Sunday was a show day in stables, which gave rise to a Horse Artilleryman's curious request. A young soldier, going up to his commanding officer, said, 'Please, sir, I want to change my religion.' 'What's up?' 'What do you want to be?' 'I want to be a Roman Catholic.' 'Priest been at you?' 'No, sir, no priest.' 'Woman?' 'No, sir.' 'Well, I shall not allow you to change your religion. There's sir, any man may be any religion he likes in the army.' 'Yes, but I have got you noted as being a Church of England man, and I don't mean to allow you to change without giving me some reason.' The man then admitted his real object. 'Well, you see, sir, a Roman Catholic always goes to church at eight o'clock, and I think if I were a Roman, it would give me a better chance with my arms.' In Sir Evelyn's younger days soldiers were not always regarded as a fighting force by the generals, as the following story shows. As there was a prospect of trouble in Canada during the American war, Sir Evelyn posted his superior officers for martial law, and on one occasion the dialogue took place between the general and Sir Evelyn, who had a dozen officers were to be sent out on special service. 'Well, what do you want?' 'To go to Canada.' 'We are sending only cavalry officers.' 'I left cavalry, six months ago, but I will exchange back again, if I may go.' 'No, the selection will be limited to half-pay officers.' 'I will retire on half-pay, sir.' 'You would lose the place you have obtained at the Staff College, and I do not believe you would succeed in another competitive entrance examination.' 'I'll chance it, sir, if I may go out.' 'Look here, young man, you want to go on service, but it does not go down here.' 'That is evident, sir.' 'Get out of my room.' An incident in the early career of our hero, Sir Evelyn, but recorded by Sir E. Wood, must be given. Wood had ordered him to take his men down an almost precipitous slope to the mouth of a cave where a party of thirty rebels were concealed. Butler demurred to the inevitable loss of men in the operation. Wood therefore ordered Captain Lays to make the attempt with some regulars, upon which Butler jumped up, and shouting: 'General! I don't know, you will never let these rebels be shot.' Butler himself into a tologuan, and slid down under fire, which fortunately passed over his head. General Butler was serving under Sir Evelyn during the Zulu war of 1879, and had distinguished himself by saving his life in such a gallant manner that Sir Evelyn recommended him for the Victoria Cross. Said Sir Evelyn to him one night after Sir Evelyn's return from an unsuccessful raid. 'I think you must be interested in something I have written,' and handed him the letter-book. 'It was very brief,' and observed somewhat ungraciously, 'Some nonsense, I suppose.' To which I replied: 'Yes, I think I have been rather egotistic.' When he handed me back the book his face was a study. '—N. and M. Record.

MR. MASKELYNE'S EXPOSURE OF SPIRITUALISM.

Mr. J. N. Maskelyne has written a "spirit" at St. George's Hall and claims that he has thereby won the £1,000 offered a few months ago by Archdeacon Colley, of Stockton Rectory, near Rugby, the champion of spiritualism. The Archdeacon's challenge was as follows:—I, T. (Archdeacon) Colley (Dio. Natal, Rector of Stockton, Warwickshire, have this day written to my bankers the London City and Midland Bank, (London), to pay to Mr. J. N. Maskelyne one thousand pounds on his doing, with all the machinery he may need to bring to Stockton Rectory as a conjuror and professor of tricks, illusionary, and not as a spirit-medium, any one of the things I in my lectures during the week of last Church Congress declared had been done in my presence, or what has since been done and written of in my pamphlet.

The source referred to was one conducted twenty-seven years ago by "Dr. Monck," a medium. At this vantage point came from the side of the medium, and from the vapour the form of a living figure gradually emerged. A large number of clergymen and persons interested in spiritualism assembled at St. George's Hall to witness Mr. Maskelyne's effort to reproduce the phenomenon. The Archdeacon was not present. The illusion was prefaced by a dialogue between a clergyman and an archdeacon (played respectively by Mr. J. N. Maskelyne and Mr. Harsard). The archdeacon is troubled by a spirit which is exercised by the clergyman, who, however, after his assertion, falls into a trance. He is next enveloped in a smoky vapour that issues from his side; almost immediately the ghostly slender hand of a woman emerges, then slowly, very slowly, appear the head and shoulders; gradually rising to full height, the figure of the woman emerges and stands, in flowing white draperies, visible to the audience.

By what trick the "spirit" was produced is Mr. Maskelyne's secret, but the fact remains that in the full glare of three electric lights Mr. Maskelyne, by the means of an illusion, produced a living woman apparently by the same methods adopted in spiritistic seances.

How TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crime Charming, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents. 731

## CLERK WANTED.

A PORTUGUESE JUNIOR CLERK, one with experience preferred. Apply by letter to—  
Care of "Daily Press" Office.  
Hongkong, 19th November, 1906. [2110]

## NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTON'S KOWLOON STORE, No. 36, Elgin Road & Mr. AH YAU'S FERRY WHARF STALL, Hongkong, 22nd December, 1903.

## INTIMATIONS

JUST RECEIVED  
THE FINEST NOVELTY OF THE SEASON,  
A NICE ASSORTMENT OF  
HALF-MASKS.

THEY will be used everywhere for Merry Parties and Social Gatherings of all kinds, causing hearty laughter, fun and merriment at a minimum of expense.  
20 CENTS EACH OR \$2 PER DOZ.  
Inspection solicited.

GRACA & Co.,  
Hongkong Hotel Corridor,  
Hongkong, 20th November, 1906. [2130]

FRENCH TERRITORY OF KWONG CHOW WAN.

TENDERS for the FARM during 5 or 8 years of RAW and PREPARED OPIUM imparted or prepared on the Spot will be received at MATCHE (Kwong-Chow-Wan) up to December 31st, 1906. All details and conditions will be given by the French Consulate, Hongkong, any day between 10 A.M. and 1 P.M.  
By Order,  
GASTON LIEBERT,  
Consul for France.  
Hongkong, 17th November, 1906. [2109]

## MAGISTRACY.

A MEETING of HIS MAJESTY'S JUSTICE of the PEACE will be held at the MAGISTRACY, at 2.15 P.M. on THURSDAY, 23rd November, 1906, for the purpose of considering the following Applications under the Liquor Licences Ordinance, 1898, viz.:—  
1. From one SAMUEL JONES for a publican's license to sell by retail intoxicating liquors on premises numbered 10 and 11, Praya East, under the sign of "THE PRAYA EAST HOTEL."  
2. From one L. WISSNER for a publican's license to sell by retail intoxicating liquors on premises numbered 24228, Queen's Road Central, under the sign of "THE GERMAN TAVERN."  
F. A. HAZELAND,  
Police Magistrate.  
Hongkong, 16th November, 1906. [2121]

A. S. WATSON & CO., LIMITED.

REDUCTION IN PRICES.

WE BEG TO NOTIFY our Customers and the Public generally that large REDUCTIONS have been made in our Prices to adjust them to the Rate of Exchange now ruling. These reductions will come into force on the 15th November, 1906, and the discount of 5% hitherto allowed will cease as from that date.

A. S. WATSON & CO., LTD.,  
HONGKONG DISPENSARY,  
Established A.D. 1841.  
Hongkong, 10th November, 1906. [2074]

## HARBOUR MASTER'S DEPARTMENT.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as follows:—

On THURSDAY, the 22nd November:—  
From Devils Peak, towards Waglan, at ranges up to 10,000 yards, commencing at 10 A.M., and finishing at 2 P.M.  
On FRIDAY, the 23rd November:—  
From Lyemun S. D., towards Entrance to Junk Bay, at ranges up to 6,000 yards, commencing at 3 P.M., and finishing at 5 P.M.  
On MONDAY, the 26th November:—  
From Devils Peak, towards Waglan, at ranges up to 10,000 yards, commencing at 10 A.M., and finishing at 1 P.M.  
On TUESDAY, the 27th November:—  
From Stonecutters, in a Westerly direction, at ranges up to 10,000 yards, commencing at 3 P.M., and finishing at 5 P.M.  
On WEDNESDAY, the 28th November:—  
From Devils Peak and Lyemun S. D., towards Waglan and Entrance to Junk Bay, at ranges up to 10,000 yards, commencing at 10 A.M., and finishing at 1 P.M.  
On FRIDAY, the 30th November:—  
From Stonecutters, in a Westerly direction, at ranges up to 10,000 yards, commencing at 9.30 A.M., and finishing at 1 P.M.  
On the 1st and 4th December:—  
From Belcher P. C., in a North-Westerly direction, at ranges up to 10,000 yards, commencing at 9 A.M., and finishing at 12 Noon.  
On MONDAY, the 3rd December:—  
From Stonecutters, in a Westerly direction, at ranges up to 6,000 yards, commencing at 6.30 P.M., and finishing at 9 P.M.  
On WEDNESDAY, the 5th December:—  
From Lyemun S. D., towards Entrance to Junk Bay, at ranges up to 6,000 yards, commencing at 6.30 P.M., and finishing at 9 P.M.  
On THURSDAY, the 6th December:—  
From Lyemun towards Entrance to Junk Bay at ranges up to 6,000 yards, commencing at 6.30 P.M., and finishing at 9 P.M.  
On TUESDAY, the 11th December:—  
From Belcher P. C., in a North-Westerly direction, at ranges up to 10,000 yards, commencing at 9.30 A.M., and finishing at 12 Noon.  
On Stonecutters, in a Westerly direction, at ranges up to 6,000 yards, commencing at 6.30 P.M., and finishing at 9 P.M.  
On WEDNESDAY, the 12th December:—  
From Stonecutters, in a Westerly direction, at ranges up to 10,000 yards, commencing at 9.30 A.M., and finishing at 12 Noon.  
On THURSDAY, the 13th December:—  
From Stonecutters, in a Westerly direction, at ranges up to 10,000 yards, commencing at 2.30 P.M., and finishing at 5 P.M.  
On FRIDAY, the 14th December:—  
From Belcher P. C., in a North-Westerly direction, at ranges up to 10,000 yards, commencing at 9 A.M., and finishing at 12 Noon.  
If the weather is unfavourable on any of the above dates, Practice will take place on the following day.  
All Ships, Junks and other vessels are to keep clear of the ranges.  
CHARLES WM. BECKWITH, Lieut., R.N.,  
Harbour Master, &c.  
Hongkong, 15th November, 1906. [2112]

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. *Malden*,  
From Persian Gulf, ex R. I. S. N. & B. P. S. N. Co's Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 9 hours.

Goods not cleared by the 22nd inst., at 4 P.M., will be delivered to the consignees.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

D. A. HEWITT,  
Superintendent.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

S.S. "BENJAMIN,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., where and from their wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 24th Nov. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd Dec., or they will not be recognised.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th Nov., at 11 A.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th Nov. will be subject to rent.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th November, 1906. [2129]

AUSTRIAN LINE'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUERZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"FERDINAND FRANZ FERDINAND," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed, at their risk, into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, where delivery may be obtained.

From Trieste, ex s.s. "Imperialis," transhipped at Bombay.

From Venice, ex s.s. "Espero," and "Calipso," transhipped at Trieste.

From Zanzibar, ex s.s. "Hohemia," transhipped at Aden.

Optional Cargo will be delivered here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the undersigned before Noon on the 24th Nov., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th Nov. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIEBER & Co., Agents.

Hongkong, 19th November, 1906. [3]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 22nd November, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 20th November, 1906. [2134]

1185-4

**Brimful of Nourishment**

**PLASMON**

The Food for Old and Young.

(Also Plasmon Cocoa, Oats, Biscuits, &c.)

**Calvert's**

**Tooth Powder**

**Cleans the Teeth**

easily, pleasantly and thoroughly, as its enormous sale all over the world clearly shows, leaves the mouth deliciously refreshed, and fulfils the requirements of modern hygiene by its antiseptic value.

Sold by all local Chemists and Stores.  
Made by F. C. Calvert & Co.,  
Manchester, Eng.

**Why drink other beverages**

when in Van Houten's Cocoa you have an enjoyable beverage which not only stimulates but also invigorates.

"A perfect beverage, combining Strength, Purity and Solubility."  
Medical Annual.

"Refreshes and fortifies the system."  
Court Journal.

**van Houten's**

**A Cocoa you can Enjoy.**

**For Nervous Exhaustion**

**CHAPOTEAUT'S**

**Phosphoglycerate OF LIME**

The modern restoration of the nervous system. For brainworkers, professional men, teachers, students, the old and in failing, neural losses, dyspepsia of nervous origin and insomnia. It is readily assimilated and promotes digestion.

**PHOSPHOGLYCERATE SYRUP (CHAPOTEAUT)**

**PHOSPHOGLYCERATE WINE (CHAPOTEAUT)**

**PHOSPHOGLYCERATE CAPSULES (CHAPOTEAUT)**

8, rue Vivienne, PARIS-FRANCE



## SHIPPING.

## ARRIVALS.

CEYLON, British str., 7:57, G. W. Babot, 21st Nov.—Yokohama 6th Nov. General.—P. & O. S. N. Co.  
 DOKU, British str., 4:45, Harry Gunkroger, 21st Nov.—San Francisco 20th Oct. and Manila 19th Nov. General.—P. & O. S. N. Co.  
 GLENKOV, British str., 3:44, Durko, 21st Nov.—London and Singapore 11th Nov. General.—McGregor Bros. & Co.  
 HINSANG, British str., 21st Nov.—from Canton.  
 INDIAN, British str., 3:47, S. Callington, 20th Nov.—Manila 16th Nov.—Gibb, Livingston & Co.  
 KAPATTO MARU, Japanese str., 2:55, K. Yashimatsu, 21st Nov.—Kobe 14th Nov. Coal and General.—Japanese.  
 KINSEBERG, German str., 6:16, Chr. Jurgensen, 21st Nov.—Macao 21st Nov. General.—Johann & Co.  
 KWANGLO, Chinese str., 21st Nov.—from Canton.  
 KWANGLO, Chinese str., 1:56, Lunt, 21st Nov.—Shanghai 18th Nov. General.—Chinese.  
 LOVAL, German str., 1:37, Fr. Nafzins, 21st Nov.—Bangkok 3th Nov. Rice and General.—Sander Weller & Co.  
 MARAN MAU, Japanese str., 7:02, I. Sakurai, 21st Nov.—Yokohama 14th Nov. Amoy 19th and Swatow 20th Nov. General.—Osaka Shosen Kaisha.  
 PINE ROBERT, British str., 3:20, H. Kitchner, 21st Nov.—Hamburg 11th Oct. and Singapore 18th Nov. Mails and General.—Melchers & Co.  
 PRINZ SIEGENBURG, German str., 3:30, D. Lenz, 20th Nov.—Hamburg 11th Oct. and Singapore 18th Nov. Mails and General.—Melchers & Co.  
 TRIESTE, Austrian str., 3:03, D. Mistrorigo, 21st Nov.—Kobe 11th Nov. and Shanghai 17th Nov. General.—Sander Weller & Co.

## CLEARANCES.

At the Harbour Master's Office  
 Nov. 21st.  
 Arrow, British 4-m. barque, for Canton.  
 Ceylon, British str., for Singapore.  
 Fy, Norwegian str., for Bangkok.  
 Hulan, British str., for Swatow.  
 Sagami, German str., for Singapore.

## DEPARTURES.

Nov. 20th.  
 ECLIPSE, British barque, for New York.  
 Nov. 21st.  
 ARABIA, German str., for Portland.  
 F. FERDINAND, Austrian str., for Shanghai.  
 HONGWAN I, British str., for Amoy.  
 HUE, French str., for Kanchowan.  
 KANSU, British str., for Shanghai.  
 KAHN, Swedish str., for Hiohoo.  
 KUMANO MARU, Japanese str., for Japan.  
 PAOTING, British str., for Shanghai.  
 QUANTA, German str., for Swatow.  
 MOON, German str., for Europe.  
 TAMING, British str., for Manila.  
 TRIESTE, Austrian str., for London.  
 TIANOW, British str., for Hiohoo.  
 TILWONG, Dutch str., for Hongkong.  
 TIANHAI, Dutch str., for Kobe.  
 YAHIRO MARU, Japanese str., for Kobe.

## SHIPPING REPORTS.

The British str. *Indra* reports: Strong N.E. monsoon and rough sea.  
 The British str. *Yokohama* reports: Moderate to strong monsoon and cloudy to Amoy. From Amoy moderate monsoon and fine clear weather.

## VESSELS IN DOCK.

Nov. 21st.  
 ABERDEEN DOCKS.—*Chinkai Maru*, *Chansong*.  
 KOWLOON DOCKS.—*Sorsogon*, *Monteagle*, *Barnes*, *Paul Dean*, H.M.S. *Otter*, H.M.S. *Kent*, *Hongkong*, *Huangshan*, U.S.S. *Cadiz*, *Wongkai*, *Cosmo*, *Polina*, *Lygia*, *Dakota*, *Kuluang*.

## VESSELS ON THE BERTH

## POSTONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
 FORSWATOW, AMOY AND POOCHOW.

## THE Company's Steamship

"HAITAN."  
 Captain J. S. Bench, will be despatched for the above Ports TO DAY, the 22nd inst., at 9 A.M., instead of as previously advertised.  
 For Freight or Passage, apply to  
 DOUGLAS, LAMPAIK & Co.,  
 General Managers.  
 Hongkong, 20th November, 1906. [213]



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.  
 THE Company's Steamship

"E. FRANZ FERDINAND."  
 Capt. Matcovich, will leave for the above places TO DAY, the 22nd inst., at 1 P.M.  
 For Freight or Passage, apply to  
 SANDER, WIELER & Co.,  
 Agents.  
 Hongkong, 13th November, 1906. [3]

COMPAGNIE DES MESSAGERIES MARITIMES.  
 FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPTE, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

## THE Steamship

"TONKIN."  
 Captain Charbonnel, will be despatched for MARSEILLES, on TUESDAY, the 27th November, at 1 P.M.  
 Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo.  
 Cargo also booked for principal places in Europe.

Next sailings will be as follows:  
 S.S. "ERNEST SIMONS" ... 17th Dec.  
 S.S. "POLYNESIE" ... 25th Dec.  
 S.S. "CALEDONIE" ... 8th Jan.  
 S.S. "SALAZIE" ... 22nd Jan.  
 S.S. "OCEANIE" ... 5th Feb.  
 G. DE CHAMPEAUX,  
 Agent.  
 Hongkong, 14th November, 1906. [2]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION                               | VESSEL'S NAME    | FLAG       | REG. | BEETH | CAPTAIN               | FOR FREIGHT APPLY TO      | TO BE DESPATCHED         |
|---|------------------|------------|------|-------|-----------------------|---------------------------|--------------------------|
| LONDON & ANTWERP                          | FLINTSHIRE       | Brit. str. | —    | —     | G. W. Babot, R.N.R.   | SHEWAN, TOMES & Co.       | On 24th inst.            |
| LONDON & ANTWERP VIA SINGAPORE, &c.       | CEYLON           | Brit. str. | —    | —     | Webster               | P. & O. S. N. Co.         | About 22nd inst.         |
| LONDON &c. VIA USUAL PORTS OF CALL.       | BRENSHIRE        | Brit. str. | —    | —     | R. A. Peters          | GIBB, LIVINGSTON & Co.    | About 30th inst.         |
| MARSEILLES, &c. VIA PORTS OF CALL.        | MALTA            | Brit. str. | —    | —     | Charbonnel            | P. & O. S. N. Co.         | On 1st Dec., at Noon.    |
| MARSEILLES, HAVRE, COPENHAGEN, &c.        | TONKIN           | Freest.    | —    | —     | Formes                | MESSAGERIES MARITIMES     | On 27th inst., at 1 P.M. |
| BREMEN, VIA PORTS OF CALL                 | SIAM             | Dan. str.  | —    | —     | Brehmer               | MELCHERS & Co.            | About end of Nov.        |
| HAVRE, ANTWERP & HAMBURG VIA STRAITS, &c. | BURLOW           | Ger. str.  | —    | —     | Schmidt               | MELCHERS & Co.            | On 5th Dec., at Noon.    |
| HAVRE & HAMBURG VIA STRAITS, &c.          | SITHONIA         | Ger. str.  | k.w. | —     | Hoff                  | HAMBURG-AMERIKA LINE      | On 30th inst.            |
| NAPLES, HAVRE, BREMEN & HAMBURG           | ANDALUSIA        | Ger. str.  | k.w. | —     | D. Mistrorigo         | HAMBURG-AMERIKA LINE      | On 28th Dec.             |
| TRIESTE, &c. VIA SINGAPORE, &c.           | BARBANA          | Aus. str.  | —    | —     | SANDER, WIELER & Co.  | —                         | To-morrow, at Daylight.  |
| ODDESSA (DIRECT)                          | OTTO BERG        | Rus. str.  | —    | —     | BRADLEY & Co.         | —                         | About 3rd Dec.           |
| BOSTON & NEW YORK                         | PETRONIA         | Rus. str.  | —    | —     | MELCHERS & Co.        | —                         | About 10th Dec.          |
| NEW YORK VIA PORTS & SUEZ CANAL           | GHAEZE           | Brit. str. | —    | —     | DODWELL & Co., Ltd.   | —                         | About 24th inst.         |
| NEW YORK                                  | BRAEMAR          | Am. str.   | —    | —     | SHEWAN, TOMES & Co.   | —                         | To-day.                  |
| VANCOUVER VIA SHANGHAI JAPAN, &c.         | SAINT PATRICK    | Brit. str. | —    | —     | DODWELL & Co., Ltd.   | —                         | About 10th Dec.          |
| VANCOUVER VIA SHANGHAI JAPAN, &c.         | VERONA           | Ger. str.  | —    | —     | CARLOWITZ & Co.       | —                         | About 17th Dec.          |
| VICTORIA (R.C.) & TACOMA VIA JAPAN        | EMPEROR OF INDIA | Brit. str. | 2.   | —     | —                     | —                         | To-day, at 4 P.M.        |
| SOUTH AMERICAN PORTS VIA JAPAN PORTS      | TREMONT          | Am. str.   | 1m.  | —     | —                     | —                         | On 28th inst., at Noon.  |
| SAN FRANCISCO VIA PORTS                   | KASATO MARU      | Jan. str.  | —    | —     | T. P. Gardick         | CANADIAN PACIFIC R. Co.   | On 27th inst.            |
| AUSTRALIAN PORTS VIA MANILA               | KAKOTAH          | Brit. str. | —    | —     | W. C. T. S. Filmer    | DODWELL & Co., Ltd.       | Middle of Dec.           |
| AUSTRALIAN PORTS VIA MANILA               | EASTERN          | Brit. str. | —    | —     | McArthur              | GIBB, LIVINGSTON & Co.    | On 26th inst.            |
| YOKOHAMA, KOBE & VLADIVOSTOCK             | TEINAN           | Brit. str. | 1m.  | —     | C. Lindbergh          | BUTTERFIELD & SWIRE       | On 1st Dec., at 10 A.M.  |
| YOKOHAMA & KOBE                           | PRINZ SIGISMUND  | Dan. str.  | —    | —     | Leuz                  | MELCHERS & Co.            | On 3rd Dec.              |
| YOKOHAMA & KOBE                           | CHANGHAI         | Brit. str. | —    | —     | Leuz                  | MELCHERS & Co.            | On 11th Dec., at Noon.   |
| YOKOHAMA & KOBE                           | PRINZ SIGISMUND  | Brit. str. | 1m.  | —     | Leuz                  | BUTTERFIELD & SWIRE       | About 3rd Dec.           |
| YOKOHAMA & KOBE                           | TAIYAN           | Dut. str.  | —    | —     | Brouwers              | MELCHERS & Co.            | On 23rd inst.            |
| YOKOHAMA & KOBE                           | DAIPINE          | Ger. str.  | k.w. | —     | G. S. Weigall         | JAYA-CHINA JAPAN LINE     | Quick despatch.          |
| YOKOHAMA & KOBE                           | CHIPSING         | Brit. str. | —    | —     | Matcovich             | HAMBURG-AMERIKA LINE      | On 27th inst.            |
| YOKOHAMA & KOBE                           | P. R. LUTFOLD    | Aus. str.  | —    | —     | F. W. Northcombe      | JARDINE, MATHESON & Co.   | On 24th inst., at 4 P.M. |
| YOKOHAMA & KOBE                           | SHANGHAI         | Brit. str. | 1m.  | —     | D. A. King            | MELCHERS & Co.            | To-day, at Noon.         |
| YOKOHAMA & KOBE                           | TAIYAN           | Brit. str. | —    | —     | W. P. Baker           | SANDER, WIELER & Co.      | To-day, p.m.             |
| YOKOHAMA & KOBE                           | YOKOHAMA         | Brit. str. | —    | —     | H. W. Kenrick, R.N.R. | BUTTERFIELD & SWIRE       | To-day, at Noon.         |
| YOKOHAMA & KOBE                           | YOKOHAMA         | Brit. str. | —    | —     | Miller                | JARDINE, MATHESON & Co.   | To-morrow, at Noon.      |
| YOKOHAMA & KOBE                           | YOKOHAMA         | Brit. str. | —    | —     | Broe                  | HAMBURG-AMERIKA LINE      | On 24th inst.            |
| YOKOHAMA & KOBE                           | YOKOHAMA         | Brit. str. | —    | —     | J. D. Andrews, R.N.R. | BUTTERFIELD & SWIRE       | On 24th inst.            |
| YOKOHAMA & KOBE                           | YOKOHAMA         | Brit. str. | —    | —     | J. H. Brown           | BUTTERFIELD & SWIRE       | On 24th inst.            |
| YOKOHAMA & KOBE                           | YOKOHAMA         | Brit. str. | —    | —     | I. Sakurai            | OKAKA SHOMEN KAISHA       | On 24th inst., Daylight. |
| YOKOHAMA & KOBE                           | YOKOHAMA         | Brit. str. | —    | —     | J. S. Roach           | DOUGLAS LAFRAIK & Co.     | To-day, at 9 A.M.        |
| YOKOHAMA & KOBE                           | YOKOHAMA         | Brit. str. | —    | —     | A. E. Hodgins         | DOUGLAS LAFRAIK & Co.     | On 24th inst., at 3 P.M. |
| YOKOHAMA & KOBE                           | YOKOHAMA         | Brit. str. | —    | —     | F. Monney             | JARDINE, MATHESON & Co.   | To-morrow, at 4 P.M.     |
| YOKOHAMA & KOBE                           | YOKOHAMA         | Brit. str. | —    | —     | R. Lodge              | SHEWAN, TOMES & Co.       | On 24th inst., at Noon.  |
| YOKOHAMA & KOBE                           | YOKOHAMA         | Brit. str. | —    | —     | R. Almond             | SHEWAN, TOMES & Co.       | On 1st Dec., at Noon.    |
| YOKOHAMA & KOBE                           | YOKOHAMA         | Brit. str. | —    | —     | J. Robinson           | BUTTERFIELD & SWIRE       | To-day.                  |
| YOKOHAMA & KOBE                           | YOKOHAMA         | Brit. str. | —    | —     | Coz                   | JARDINE, MATHESON & Co.   | To-day, at 4 P.M.        |
| YOKOHAMA & KOBE                           | YOKOHAMA         | Brit. str. | —    | —     | Broley                | JARDINE, MATHESON & Co.   | To-morrow, at 3 P.M.     |
| YOKOHAMA & KOBE                           | YOKOHAMA         | Brit. str. | —    | —     | S. H. Nelson          | DAVID SASSOON & Co., Ltd. | On 27th inst., at 3 P.M. |

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
 FOR SHANGHAI, SAMARANG and "TAISANG" ... Thursday, 22nd Nov., Noon.  
 FOR SHANGHAI, SAMARANG and "CHUNSAO" ... Thursday, 22nd Nov., 4 P.M.  
 FOR SHANGHAI, SAMARANG and "KUTSANG" ... Friday, 23rd Nov., 3 P.M.  
 FOR SHANGHAI, SAMARANG and "YIKSANG" ... Friday, 23rd Nov., Noon.  
 FOR SHANGHAI, SAMARANG and "YUENSANG" ... Friday, 23rd Nov., 4 P.M.  
 FOR SHANGHAI, SAMARANG and "KWONGSANG" ... Saturday, 24th Nov., Noon.  
 FOR SHANGHAI, SAMARANG and "CHIPSING" ... Saturday, 24th Nov., 4 P.M.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
 Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.  
 For Freight or Passage, apply to  
 JARDINE, MATHESON & CO.,  
 GENERAL MANAGERS. [18]  
 Hongkong, 20th November, 1906.

## EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.  
 RUSSIAN EAST ASIATIC CO., LTD.,  
 ST. PETERSBURG & VLADIVOSTOCK.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.  
 DESTINATION STEAMERS DATE OF SAILING.  
 MARSEILLES, HAVRE, COPENHAGEN, SCANDINAVIAN, DANISH, and GERMAN BALTIC PORTS ... "SIAM" ... About end of Nov.  
 YOKOHAMA, KOBE and "CAMBODIA" ... On or about 3rd Dec.  
 VLADIVOSTOCK ... "PETRONIA" ... On or about 10th Dec.

For Further Particulars, apply to  
 MELCHERS & CO.,  
 AGENTS.  
 Hongkong, 20th October, 1906. [1357]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS | CAPTAIN   | FOR    | SAILING DATE        |
|-----------|------|-----------|--------|---------------------|
| ZAFIRO    | 2540 | R. Rodger | Manila | On 24th Nov., Noon. |
| RUBI      | 2540 | R. Almond | Manila | On 1st Dec., Noon.  |

For Freight or Passage apply to  
 SHEWAN, TOMES & CO.,  
 GENERAL MANAGERS. [15]  
 Hongkong, 17th November, 1906.

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.  
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).  
 S.S. "BRAEMAR" ... On 22nd November.  
 For freight and further information apply to  
 SHEWAN TOMES & CO.,  
 GENERAL AGENTS.  
 Hongkong, 13th November, 1906. [19]

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
 CONNECTING AT TACOMA WITH  
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
 VICTORIA, B.C. AND TACOMA  
 VIA  
 MOJI, KOBE AND YOKOHAMA.

| Steamers | Tons  | Captain          | Sailing Date         |
|----------|-------|------------------|----------------------|
| TREMONT  | 9,666 | T. W. Gerlick    | On 27th November.    |
| PLEIADES | 3,753 | F. G. Farrington | About 29th December. |
| LYRA     | 4,417 | G. V. Williams   | On 29th December.    |
| SHAWMUT  | 9,666 | E. V. Roberts    | On 23rd January.     |
| HYADES   | 3,753 | J. Alwen         | On 30th January.     |

For Freight or Passage, apply to  
 DODWELL & CO., LIMITED,  
 GENERAL AGENTS.  
 Hongkong, 29th October, 1906. [7]

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to—  
 DODWELL & CO., LIMITED,  
 GENERAL AGENTS.  
 Hongkong, 29th October, 1906. [7]

## HAMBURG-AMERIKA LINE.

PASSENGER SERVICE.  
 BY the new steamers, "RENNANIA," "HAMBURG," "HOHENSTAUFEN," and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first-class. Cabins midships, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.  
 FOR SHANGHAI, KOBE, YOKOHAMA (TSINGTAO, CHEFOO AND TIENTSIN VIA SHANGHAI).  
 HOHENSTAUFEN ... Capt. Jaeger ... 2nd December  
 SILESIA ... Capt. Ballo ... 2nd January  
 SCANDIA ... Capt. v. Doshren ... 1st February

NEXT SAILINGS HOMEWARD.  
 FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.  
 RENNANIA ... Capt. v. Hoff ... 14th December  
 HOHENSTAUFEN ... Capt. Jaeger ... 11th January  
 SILESIA ... Capt. Ballo ... 8th February  
 SCANDIA ... Capt. v. Doshren ... 22nd March  
 HAMBURG ... Capt. Filler ... 5th April

## FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.  
 FOR SHANGHAI, KOBE & YOKOHAMA ... 24th November  
 FOR SHANGHAI, KOBE & YOKOHAMA ... 26th November  
 FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd December  
 FOR SHANGHAI, KOBE & YOKOHAMA ... 15th December  
 FOR SHANGHAI, KOBE & YOKOHAMA ... 29th December

NEXT SAILINGS HOMEWARD.  
 VIA STRAITS, COLOMBO AND ADEN.  
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

SITHONIA ... FOR HAVRE, ANTWERP & HAMBURG ... 30th November  
 RENNANIA ... FOR NAPLES, HAVRE, BREMEN & HAMBURG 14th December  
 ANDALUSIA ... FOR HAVRE & HAMBURG ... 23th December

## COAST SERVICE.

DAPHNE ... FOR TSINGTAO, NAGASAKI & VLADIVOSTOCK 27th November [12]

## VESSELS ON THE BERTH



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).  
 THE Company's Steamship  
 "TRIESTE."  
 Captain Mistrorigo, will be despatched as above TO-MORROW, the 23rd inst., at DAYLIGHT.  
 This Steamer has capital accommodation for passengers, electric light and carries a doctor.  
 For information as to Passage and Freight, apply to  
 SANDER, WIELER & Co.,  
 Agents.  
 Hongkong, 27th October, 1906. [3]

## REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST).  
 PROPOSED SAILINGS FROM HONGKONG.  
 FOR BOSTON AND NEW YORK.  
 1906  
 "GHAEZE" ... About 24th Nov.  
 "SAINT PATRICK" ... 10th Dec.  
 "SATSUMA" ... 11th Jan.  
 For Freight and further information, apply to  
 DODWELL & CO., LTD.,  
 Agents.  
 Hongkong, 12th November, 1906. [787]

## THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.  
 THE Steamship  
 "DAKOTAH."  
 Will be despatched for the above Ports on MONDAY, the 26th November.  
 For Freight and further particulars, apply to  
 SHEWAN, TOMES & Co.,  
 Agents.  
 Hongkong, 24th October, 1906. [1971]

## "BEN" LINE OF STEAMERS.

FOR LONDON.  
 THE Steamship  
 "BENMOHR."  
 Captain Webster, will be despatched as above on or about the 30th inst.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & Co.,  
 Agents.  
 Hongkong, 12th November, 1906. [12084]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
 (Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
 THE Steamship  
 "EASTERN."  
 Captain McArthur, will be despatched for the above Ports on SATURDAY, 1st December, at 10 A.M.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & Co.,  
 Agents.  
 Hongkong, 31st October, 1906. [2019]

## THE NORTHERN STEAMSHIP CO., LTD.

OF ST. PETERSBURG.  
 FOR ODESSA (DIRECT).  
 THE Company's Steamship  
 "OTTO BERG."  
 will be despatched for the above Port on or about the 3rd December.  
 For Freight & Further Particulars, apply to  
 BRADLEY & Co.,  
 Agents.  
 Hongkong, 16th November, 1906. [2103]

## TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.  
 FOR SOUTH AMERICAN PORTS VIA JAPAN PORTS.  
 Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS.  
 Steamer Tons To Sail.  
 "KASATO MARU" 6,000 Middle of Dec.  
 Capt. W. C. T. S. FILMER.  
 Taking Freight and Passengers to other Western Coast Ports of South America.  
 The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried on board.  
 For further information, apply to  
 K. MATSUDA,  
 Master.  
 Hongkong, 5th October, 1906. [1616]

## DAMPFSCHIFFS-RHEDERER "UNION" ACTIEN-GESELLSCHAFT.

FOR NEW YORK.  
 (With Liberty to Call at the Malabar Coast)  
 THE Steamship  
 "VERONA."  
 Captain Dobroz, will be despatched for the above Port on or about MONDAY, the 1st December.  
 For Freight, apply to  
 CARLOWITZ & Co.,  
 Agents.



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR  | STEAMERS                                  | TO SAIL                | REMARKS.                |
|--|---|------------------------|-------------------------|
| LONDON and ANTWERP<br>via SINGAPORE, PENANG,<br>COLOMBO, PORT SAID and<br>MARSEILLES | CEYLON.....<br>Capt. G. W. Babot, R.N.R.  | About 22nd<br>November | Freight and<br>Passage. |
| SHANGHAI and JAPAN   | NAMUR.....<br>Capt. H. W. Kenrick, R.N.R. | About 25th<br>November | Freight and<br>Passage. |
| SHANGHAI   | DELHI.....<br>Capt. J. D. Andrews, R.N.R. | About 30th<br>November | Freight and<br>Passage. |
| LONDON, &c., via USUAL PORTS   | MALTA.....<br>Capt. R. A. Peters          | Noon, 1st<br>December  | See Special<br>of Call  |

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 19th November, 1906. [1]

# CHINA NAVIGATION CO. LIMITED.

| FOR  | STEAMERS         | TO SAIL           |
|--|------------------|-------------------|
| CEBU and ILOILO  | "SUNGKIAN".....  | On 22nd November. |
| SHANGHAI   | "SHAOHSING"..... | On 22nd November. |
| NINGPO and SHANGHAI  | "YCHOOW".....    | On 24th November. |
| SHANGHAI   | "KIUKIANG".....  | On 26th November. |
| MANILA, ZAMBOANGA, PORT<br>DARWIN, THURSDAY ISLAND,<br>COOK TOWN, CAIRNS,<br>TOWNSVILLE, BRISBANE,<br>SYDNEY and MELBOURNE | "CHANGSHA".....  | On 13th December. |

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 20th November, 1906. [11]



# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

| FOR                             | THE CO.'S S.S.                   | LEAVING                            |
|---------------------------------|----------------------------------|------------------------------------|
| * TAMSUI via SWATOW<br>AND AMOY | "MASAN MARU"<br>Capt. I. SAKURAI | SUNDAY, 25th Nov.,<br>at DAYLIGHT. |

\* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 19th November, 1906. T. ARIMA, Manager. [14]

# PASSENGER SEASON 1907.

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR  
MARSEILLES AND LONDON.  
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP  
"MACEDONIA,"  
10,500 TONS, CAPT. C. D. BENNETT, R.N.R.  
WILL BE DESPATCHED AT NOON,  
ON  
SATURDAY, 23RD MARCH,  
AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON  
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF  
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL  
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.  
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE  
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

## F A R E S:

TO MARSEILLES—£61 FIRST AND £42 SECOND SALOON,  
TO LONDON—£65 FIRST AND £44 SECOND SALOON.

For Further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 11th October, 1906.

# IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS.                  | SAILING DATES.             |
|----------------------------|----------------------------|
| BUELOW.....                | WEDNESDAY<br>5th December  |
| PRINZ REGENT LUITPOLD..... | WEDNESDAY<br>19th December |
| PRINZ EITEL FRIEDRICH..... | WEDNESDAY<br>2nd January   |
| SEYDLITZ.....              | WEDNESDAY<br>16th January  |
| PRINZ HEINRICH.....        | WEDNESDAY<br>30th January  |
| GREISENAU.....             | WEDNESDAY<br>13th February |
| PREUSSEN.....              | WEDNESDAY<br>27th February |
| PRINZESS ALICE.....        | WEDNESDAY<br>13th March    |
| PRINZ LUDWIG.....          | WEDNESDAY<br>27th March    |
| ZIEHEN.....                | WEDNESDAY<br>10th April    |
| PRINZ REGENT LUITPOLD..... | WEDNESDAY<br>24th April    |
| PRINZ EITEL FRIEDRICH..... | WEDNESDAY<br>8th May       |

ON WEDNESDAY, the 5th day of DECEMBER, 1906, at Noon, the Steamship  
"BUELOW," Captain Forster, with MAIL, PASSENGERS, SPECIE and CARGO,  
will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 3rd Dec. Cargo and  
Specie will be received on Board until 5 P.M. on TUESDAY, the 4th Dec., and  
will be received at the Agency's Office until Noon, on TUESDAY, the 4th Dec., and  
Contents of Packages are required. No Parcel Receipts will be signed for less than 32.50,  
and Parcels should not exceed Two Feet Cubic in Measurement.

The steamer has splendid accommodation, and carries a Doctor and Stewardess.

| RATES OF PASSAGE MONEY FROM HONGKONG:         | 1st Class | 2nd Class | 3rd Class |
|---|-----------|-----------|-----------|
| TO NAPLES, GENOA AND GIBRALTAR                | 231 0 0   | 242 0 0   | 222 0 0   |
| return  | 91 0 0    | 63 0 0    | 33 0 0    |
| TO SOUTHAMPTON, LONDON, BREMEN<br>AND HAMBURG | 85 0 0    | 44 0 0    | 24 0 0    |
| return  | 97 0 0    | 66 0 0    | 36 0 0    |
| TO NEW YORK VIA SUEZ                          | 64 0 0    | 44 0 0    | 26 0 0    |
| via NAPLES, GENOA OR GIBRALTAR                | return    | 115 0 0   | 79 0 0    |
| via BREMEN OR SOUTHAMPTON                     | return    | 68 0 0    | 46 0 0    |
| return  | 123 0 0   | 83 0 0    | 49 0 0    |

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and  
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,  
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers'  
expense.

TOUR VIA INDIA:  
Passengers have the option of using a Steamer of the British India S. N. Co. from  
SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.  
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.  
INTERUPTION OF THE VOYAGE IN EGYPT:  
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean  
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer  
from Port SAID.

# JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY  
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

| STEAMERS             | TONS      | SAILING DATES      |
|----------------------|-----------|--------------------|
| PRINZ SIGISMUND..... | 3302 tons | TUESDAY, 11th Dec. |
| SANDAKAN.....        | 1793 tons | TUESDAY, 18th Dec. |
| MANILA.....          | 1790 tons | TUESDAY, 18th Dec. |

| RATES OF PASSAGE MONEY FROM HONGKONG:              | 1st Class | 2nd Class | 3rd Class |
|--|-----------|-----------|-----------|
| TO MANILA.....                                     | \$50.-    | \$30.-    | \$20.-    |
| TO NEW GUINEA.....                                 | \$25.-    | \$18.10   | \$12.-    |
| TO BRISBANE.....                                   | \$30.-    | \$20.-    | \$14.-    |
| TO SYDNEY.....                                     | \$33.-    | \$23.-    | \$15.-    |
| TO MELBOURNE.....                                  | \$34.10   | \$24.10   | \$16.-    |
| TO YOKOHAMA.....                                   | \$38.00   | \$30.00   | \$20.00   |
| TO KOBÉ.....                                       | \$35.00   | \$27.00   | \$18.00   |
| TO YOKOHAMA and back from KOBÉ<br>TO HONGKONG..... | \$140.00  | \$100.00  |           |

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class \$97. 0. 0.  
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 96. 0. 0.  
TO EUROPE VIA AUSTRALIA AND AMERICA 96. 0. 0.  
From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San  
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent  
Express Steamers of N.D.L.

## SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE  
SHANGHAI, NAGASAKI, "PRINZ REGENT LUITPOLD" Thursday, 22nd Nov. Noon.  
KOBÉ & YOKOHAMA "PRINZ SIGISMUND" Friday, 23rd Nov.  
KOBÉ & NAGASAKI "PRINZ SIGISMUND" Friday, 23rd Nov.  
SHANGHAI, NAGASAKI, "PRINZ EITEL FRIEDRICH" Wednesday, 5th Dec.  
KOBÉ & YOKOHAMA  
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San  
Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co.,  
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the  
Norddeutscher Lloyd are issued at the following Rates:—  
To London via Plymouth or Southampton 1st Class 262. 0. 0.  
To Bremen 63. 10 0.  
To Paris via Cherbourg 65. 0. 0.  
To Naples, Genoa via Gibraltar 65. 0. 0.  
Passage money payable in local currency at current Bank, rate of Exchange on the  
day of payment.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
MELOHERS & CO., AGENTS.

# PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.  
CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.  
CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND  
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO.,  
AGENTS.

Hongkong, 12th October, 1906.

# CANADIAN PACIFIC RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER  
11 days Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel,  
11 DAYS YOKOHAMA to VANCOUVER,  
18 DAYS HONGKONG to VANCOUVER.

| PROPOSED SAILINGS.                    | (Subject to Alteration)        |
|---------------------------------------|--------------------------------|
| R.M.S. "EMPERESS OF INDIA" 6,000 Tons | LEAVE HONGKONG                 |
| "ATHENIAN" 3,382 "                    | THURSDAY, 22nd Nov. 10th Dec.  |
| "EMPERESS OF JAPAN" 4,000 "           | THURSDAY, 29th Nov. 22nd Dec.  |
| "MONTEAGLE" 6,185 "                   | WEDNESDAY, 4th Dec. 7th Jan.   |
| "EMPERESS OF CHINA" 6,000 "           | THURSDAY, 20th Dec. 19th Jan.  |
| "TARTAR" 4,425 "                      | THURSDAY, 17th Jan. 4th Feb.   |
|                                       | WEDNESDAY, 23rd Jan. 16th Feb. |

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.  
Intermediate Steamers at 12 Noon.  
THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at  
YOKOHAMA, NAGASAKI (through the INLAND SEA OF JAPAN), KOBÉ,  
SHANGHAI and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail  
Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamships,  
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA  
and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £260; via New York £262.  
Intermediate on Steamers.....£40. " " £42.  
" " and 1st Class Railways.....£40. " " £42.  
R.M.S. "MONTEAGLE," "TARTAR," and "ATHENIAN" carry Intermediate  
passengers only, at Intermediate rates, affording superior accommodation for that class.  
Passengers booked through to all points and around the world.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China  
and Japan Governments.  
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, Acting General Agent,  
Corner Pedder Street and Praya opposite Blake Pier.

## "SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE,"

Will be despatched for the above Ports on  
SATURDAY, the 24th November.

For Freight and Passage, apply to  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 17th November, 1906. [2106]

## COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBÉ AND  
YOKOHAMA.

THE Company's Steamship

"POLYNESIE,"

Captain Broc, will be despatched for the  
above Ports on or about MONDAY, 26th inst.

For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 21st November, 1906. [2]

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

"GREGORY APCAR,"

Captain S.H. Bolton, will be despatched for the  
above Ports on TUESDAY, the 27th inst.,  
at 3 P.M.

For Freight or Passage, apply to  
DAVID SASSOON & CO., LTD.,  
Agents.

Hongkong, 21st November, 1906. [2134]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BARATIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA,"

Captain R. A. Peters, carrying His  
Majesty's Mail, will be despatched from this Port  
on SATURDAY, the 1st December,  
at Noon, taking passengers and cargo for the  
above ports in connection with the Company's  
steamship "Himalaya," 7,000 tons, from Colombo,  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into the mail steamer  
proceeding direct to Marseilles and London;  
other cargo for London, &c., will be conveyed  
from Bombay by the R.M.S. "Arabia," due in  
London on 12th January, 1907.

Parcels will be received at this Office until  
4 P.M. the day before sailing. The contents  
and value of all packages are required.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 20th November, 1906. [1]

## NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports of  
SOUTH AFRICA, in connection with Indo-  
China Steam Navigation Co.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPT. PORTS every fortnight.

For Freight and further particulars,  
apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan  
Hongkong, 4th August, 1895.

For further particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 20th November, 1906. [1]

## Cunliffe, Russell & Co.

10 & 12, Place de la Bourse,  
PARIS.

SECURITIES issued by PARIS

European Govts and

Municipalities offering

prospective income returns.

To be purchased for cash or on the

"Times" system of monthly payments.

CUNLIFFE, RUSSELL & CO., being the oldest-established

firm of dealers in Premium Bonds in the

world, offer advantages absolutely un-

obtainable elsewhere. Bonds guaranteed.

Exceptional facilities for payment. Numbers

checked after every Drawing. Results of Draw-

ings in English. Holders of drawn Bonds ad-

vised at once. Prizes collected free of charge.

Bonds purchased "at sight." Loans granted

on Premium Bonds. Services continue until

last Bond drawn. All transactions confidential.

1556

# Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SHIPPERS

CUTLER, PALMER & CO., LONDON.

AGENTS

SIEMSEN & CO.,

HONGKONG.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the Captain nor the Agents nor

the Owners will be RESPONSIBLE

for any DEBT contracted by the Officers or

the Crew of the following Vessel during her

stay in Hongkong Harbour—

S. P. HITCHCOCK, American Ship, E. L. Zerk

—Arnhold, Karberg & Co.

I. F. CHAPMAN, American Ship, R. Banfield—

Arnhold, Karberg & Co.

ON SALE.

RATES OF EXCHANGE

AT HONGKONG.

DEMAND DRAFTS ON BOMBAY.

On the Day Preceding the Departure of the

English Mail from the Year of the Closing

of the Indian Mints to the Free Coinage of

Silver

FROM 1893 TO 1905;

ALSO

RATES FOR SOVEREIGNS, GOLD

LEAF AND SILVER (From 1900),

and other Useful Information.

PRICE: \$1 CASH.

On Sale at the "DAILY PRESS" Office, or

Local Booksellers.

Hongkong, 16th April, 1906.

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